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FOR RALTIMORE AND THE EAST Leave Washington for Baltimore at 6.10 and 7.45, a. m., and 3.40 d 4.35 p. m. On Sunday at 3.40 p. m. only.

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The 7.45 and 4.35 trains only will stop at way atclions and for Angale connections.

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For further information inquire at the Baltimore and Ohio Railroad ket Office, of TIVOS, H. PARSONS, Agent, Washington.

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FOR IMPERIOR ALL PAINS OF THE SOUTH AND SOUTHWEST
A POTOMAC STRAMES AND EICHMOND AND POTOMAC RAIL.
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affast on board and enjoy a pictsant sail of 3½ hours down the
sulfial Pictures, passing in full view of Mount Vernon. By the
sings boat they insure a good supper and a rest of four hours in
softrable betthe or state rooms, and arrive in Richmond in time to
mortable betthe or state rooms, and arrive in Richmond in time to
mortable betthe or state is conveyed over this roote, it being 44
des shorter and 100 miles loss railroading than by any other route
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FOR THE SOUTHWEST TO

THE WASHINGTON CHILDREN'S MISSION

STATE OF GEORGIA, ELGERT COUNTY.

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The Washington Anion.

"LIBERTY, THE UNION, AND THE CONSTITUTION."

VOL. XIV. NO. 222.

THE ONLY ARTICLE UNRIVALLED IN MAR-

Orphans' Court. Dec. 11, 1858.

ED. N. ROACH, Rogister Wills, Dec 18—1aw3w

JOSEPH HOLT,

aber 16, 1858.

IN the case of James F. Scott, administrator

UNITED STATES PATENT OFFICE,
Washington, Decemb

By order of the board of management:

HORATIO STONE, President.

Washington, D. C., Nov. 6, 1858.

Nov 7—lawif

Washington insurance company.

STOCKHOLDERS INDIVIDUALLY LIAPLE.

The only company in Washington having such a clause in its char Risks on buildings, merchandise, furniture, &c., taken at the lowest

clause of the charter renders the private fortune of each stock noncellable for lessers.

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Num. F. Baylv.

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James F. Habiay, Hudzon Taylor, Was. Orme, stanuel Bacom,

Jaseph Bryan, M. W. Galt.

J. M. B.—No charge made for policies.

JAMES C. McGUIRE, President.

Gaurrey D. Harson, Secretary.

WASHINGTON CITY, WEDNESDAY, JANUARY 5, 1859.

SPEECH OF MR. WARD, OF TEXAS,

FOUR HORSE POWER ENGINE AND BOILER

FOR RENT, either furnished or unfurnished, and by the year or for a shorter period, my house, on the corner of and Third streets, occupied during the last session of Congress by Bin. Mr. Hammond, United States scatter from South Carelina. In.

OR RENT.—The Front Parler, and Bed-Room at-

FOR SALE AND RENT.

PARLOR AND CHAMBER FOR REST.-Fur

PO LET-With or Without Furniture-the Large

BOARDING.—Mas. W. D. Tulky is prepared to

ient and table borders also accommodated.

In relation to the accounts for the late concern of James C. McGuire we would say that it is imperative that they should be closed without further delay, and all unsettled bills and notes past due, not satisfactorily arranged before January 15, 1859, will be put in process of collection without regard to persons.

bec 29—46t

J. C. McGUIRE & CO.

Ece to his residence in Franklin Row, corner of K and lets. He will continue to devote his attention principal-he United States Supreme Court.

tee" Building, corner of 7th and D streets. Washington, practice in all the courts of the District, including the Court and in the adjoining counties in Virginia.

N the case of James F. Scott, administrator of William B. Scott, decessed, the administrator aforesaid has, as the approbation of the Orphane Court of Wa-hington county aforesaid, papointed Taceday, the 4th day of January next, 18-69, for the flust settlement and distribution of the personal estate of said decessed, of the assets in band so far as the same have been collected and turned into money, when and where all the orditors and heirs of said deceased; are notified to attend, (at the Orphane Court of washington county afore-said,) with their claims properly woulded, or they may otherwise by law be excluded from all benefit of said deceased; estate; provided a copy of this order to published once a week for three weeks in the National Intelligencer previous to the said 4th day of January next. SELLING OFF! SELLING OFF!!

of every description; for Ladies, Misson, Youths, and Children, at the LADIES' SHOE STORE, No. 16 Penn. avenue, between 8th and 9th streets.

Ladies, we manufacture all our own goods, thereby peasesting the mequaled advantage of securing them at first cost, which, of course, exults to the benefit of the purchaser. Our patiers, in point of its coasty, and utility, have an acknowledged superiority over all others and our double sole morocco and kid boots and batton gatters, &c. ON THE PETITION of John Powler, of New York, praying for the extension of a patent granted to him as assignes of Henry Jones, of Bri-tol, England, on the 14th of May 1859, to bear date of an English patent granted the 13th of March, 1845, for an improvement in with preparation of fleval of for bread making, 'for seven years from the expiration of said patent, which takes place on the 13th day of March, 1859.

It is ordered that the suid petition be heard at the Patent Office on Monday, the 28th of February next, at 12 o'clock, m., and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing. All testimony tiled by either party to be used at the said bearing must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

VAN CAMP, DENTIST, has returned to the • city and resumed his practice.

Operating rooms and residence 407 F street, between 6th and 7th reets, 4 doors from Post Office.

Oct 14—dif

COLUMBIAN COLLEGE SCHOLARSHIP FOR sale.—A scholarship in the Columbian College, for the whole term of four years, will be sold for a little more than half price to any person wishing to purchase one. The scholarship pay for room-tent and tuitten, which is \$70 per year, I will sell for \$150 cash, as he original is worth \$250 or \$250. pication.

The testimony in the case will be closed on the 14th February next: the ostitons, and other papers relied upon as testimony, must be filled in the office on or before the morning of that day; the arguments; any, within ten days thereafter.

Ordered, also, that this notice be publish—in the Union, Washington, D. U., and Baily News, New York, once a week for three weeks, the first production to be at least sixty days before the 28th of February next, the day of hearing.

JOSEPH HOLT, ne original is worth \$250 or \$280.

Address CATALINE, care of T. B. J., Washington P. O., D. C. Dec 9—dif

LAMAR, MOTF, & AUTRY, Attorneys-at-Law,

TEW LUMBER YARD .- The subscriber would THE THIRD ANNUAL EXHIBITION OF THE WASHINGTON AIR ASSOCIATION will be open to the public on Monday, the 3d day of January next, in their new and spaceous allery on Pennsylvania avenue, between 10th and 11th streets, and will continue from six to eight weeks.

Works exhibited by the association consist of paintings, sculpture, drawings, architectural designs, and engravings.

The gallery will be open for their recogition from the 5th to the 30th of December, and to a later period for works intended for the exhibition which might be may oddaby delayed in abipment or transportation. respectfully call the attention of builders to his superior stock lumber, just received at his wharf on Sixth street and canal, con-ting of white and yellow pine bearis, plant, seists, counting, pellog, sts, lath, &c. Also, hemiock boards, post, and scanting. Carriage and cabinet makers are invited to examine his choice va-

CHIRTS MADE TO ORDER.—Stevens is prepared

MANSION HOUSE, FORMERLY THE EBBITT HOUSE, Near corner of F and Fourteenth streets, Dec 7—tf WASHINGTON, D. C.

WILLIAM T. DOVE & CO.,

9th street, a few doors north of Pennsylvania avenue,

CARPETING, FLOOR OIL-CLOTH, RUGS, MAT-tings, Bruggets, Curtain Materials, and House furnishing Dry Goods, such as— BEG leave to announce to the citizens of Washington that they are now prepared to execute any orders which they may be favored with in the PLUMBING, GAS, AND STEAM-FITTING

business. The respective branches will be under the supervision of skiffed workmen from the North, where practical experience has made them familiar with all the modern approximents. In fact, they have spared neither trouble nor expense to procure the very best of workmen.

We havite attention to our stock of CHANDELIERS and other gas fiveress. natures.

N. B. Strict attention, promptness in the execution of orders, and fair prices induce us to hope for a share of public patronage.

Dec 25—4f

Ungs, Bruggets, Curtain Materials, and House furnishing try
tooods, such as—

Velvet tapeatry carpetings, new designs
Topeatry Brussels do in great variety
New styles Brussels do super quality
Extra leavy 3-by do very rich
Extra-super ingrain do new patterns
Very heavy alt-wood intich carpetings
Trailled Venithat carpeting for balls and steps
Velvet and Brussels do do for
Full check extra heavy and very rich thor oil cloths, enrite fit
any size or shape room, hall, or passage
Mesaic, velvet, and lattled rugs and mats
Cocca and Canton mattings
12-4, 14-4, 16-4 drugget crumb cloths
English druggets, all widths, by the yard
Very richly-embroidered lace cutains
Sair laines, brocatels, and reps for curtains
White, buff, blue, and green shade linens
Stair roofs, curtain flutures, &c.
Having attended HADAN & CO. Streat Carpet Auction, which took
place in New York on the 4th and 5th inst., we are now prepared to
effer greater inducements than can be afforded under ordinary circumstances. Purchasers are respectfully invited to an examination of our
stock.

Ang 18—4if NEW YORK HERALD, DAILY TIMES, TRI-bune, News, Philadelphia Press, Philadelphia Lodger, &c., re-ceived on evening of day of publication. Single copies for sale, or delivered at the residences of subscribers same evening. New York Ledger, Mercury, Weekly Flag of our Union, Gloason's Ilae-of Battle-Ship, Ballou's Tictorial, Waverley Magazine, Home Journal, and all other Philadelphia, New York, and Boaton weekly oppers received and for sale, or delivered promptly to subscribers. Everything in the cheap publication line received as soon as pub-liched.

216 Fenn. avenue, under Wilsards' Hotel, and Nov 25—dtf

FINE EDITIONS OF ENGLISH AND AMERI-can Historians, Poetry, the Drama, and Belle Lettre writers. a can Historians, Poetry, the Drama, and Beile Lettre writers, collection which in many respects approaches completeness; line editions of many of the standard French authors linely bound in Farlis family Bibles, both English and American editions; Focket Bibles and Prayer Books in calf, morocco, and veices; Arbinas; French and English Drawing Books; and a large callection of the beautifully lituateated bocks of the day, many of them of permanent value, are for sale by the undersigned at extremely low praces, mostly imported from Europe by himself.

Jan 1

FRANCK TAYLOR.

Law and Land Agency, Washington.

TO DIPLOMATS AND TOURISTS.—The advertiser, a middle-aged mun, who is conversant with and speaks the English. French, Spanish, and Italian languages, is well educated, active, and of good morals, is acquaited with maritime affairs, has been a morehant and shipowher for several years, wishes perficularly to call the attention of American diponasts and tourit is, bound to the European or South American continent, who may seed an interpretor, convier, and considerated traveling clerk. Re can furnish the since understood the form of the inches the since understood persons of the highest standing in Washington and Alabama. Address A. 16, Box No. 18, Mobile, Ala., or care of the Hon. It Fitspatrick, U. S. Sep 30—d3m. tor, contrar, and considerated travelling clerk. He can introled the most unexceptionable references for qualification from many distinguished persons of the highest standing in Washington and Abbama, Address A. G., Box No. 18, Mobile, Ala., or care of the Hope. B. Steer. Merchant Tailor, No. 488 Severals street, has just received from Now York another addition to his large and elegant stock of Gentlemes. Goods.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.
Not assets February 1, 1858, 44,985,968 95. Secured in State bonds and merkinges of first class.
Preservicities, Winston, president. Issue Abbott, secretary.
A. V. P. Garnett, M. P., examining physician, tida Ninth street.
Paraphitely and further information may be obtained at the office of CHARLES IOE SELUEN, Agent, No. 507 Seventh street.

Most 22-45m*
No. 507 Seventh street.

IN SENATE, DECEMBER 21, 1858.

In Sexame 21, 1858.

Mr. WARD said: Mr. President, I voted to bring the original bill before the Senate for the purpose of offering in amendment at the proper time; but hitherto I have not been able to get it before the Senate. As I shall oppose the amendment now under consideration, I have thought proper, before the vote is taken, to bring to the minds of the senators the one which I will offer in its order, should I have the opportunity of doing so; but as to the merits of the one now before the Senate I shall say a few words.

a few words.

Mr. President, I have thought it proper to take this course because I feel deeply interested in the construction of this roal; not in a sectional point of view only, but to attend that location for the road that would be for the attou that location for the road that would be for the best interests of the whole country. It appears to me that If any of the lines for the location of this road as heretofore spoken of are to be considered, we should adopt the language used in the bill in its literal sense, when it provides that the road shall be constructed on the most eligible route, reference being had to feasibility, shortness, and economy. Now, does the pending amendment, which proposes to limit the road to a route between the thirty-fourth and forty-third degrees, present as opportunity to select the nearest, the cheapest, and the most practicable route to the Pacific coast? If not, I contend that the whole field should be thrown open so as to afford a chance for a route below the thirty-fourth degree.

reported, it will be seen that some have been considered impracticable, and others, from the nature of the country over which they pass, as well as their great length, would cost an unnecessary expenditure of money and

It will appear from the table of cost and distances that amongst them all (and I believe there are eight or ten of them) the southern route from Fulton to San Diego, via El Paso, is the shortest and most practicable one by over fifty per cent., after allowing for that link in the road which is now being constructed by private enterprise, aided by the State of Texas. If however, upon further examination, a more available one can be found, it should by all means be adopted.

I have ever been of the opinion, Mr. President, that some place on the Mississippi river should be selected as the starting-point for this great national highway, and its terminus to be the nearest practicable point on the Pacific coast. It appears clear to my mind that the in-terest of the whole people would be most effectually racific coast. It appears clear to my mind that the interest of the whole people would be most effectually
guarded and protected by entrusting the location of this
road to the care and direction of the capitalists who may
undertake the work, with the proper guards and restrictions. In the first place, they would be required to locate the line of road, according to the provisions of the
bill, "on the most eligible route, reference being had to
feasibility, shortness, and economy;" but, before committing this important trust to the charge of undertakers, we should first consider what their interest would
prompt them to do. It is, however, reasonable to suppose that they would select a starting-point within the prompt them to do. It is, however, reasonable to suppose that they would select a starting-point within the space allowed, with reference to the whole country, so as to concentrate at some central and convenient point the largest portion of the travel and commerce for the patronage of their result.

age of their road.

I have not a table of the railread statistics before me, but I believe the estimate is that there are about twenty thousand miles of railway east of the Mississippi river, thousand miles of rankway east of the Mississpip river, and as many miles of navigable streams, forming a complete net-work from Maine to Georgia, and from the full coast to the lakes of the North. And it will be observed that the general tendency of those roads is westward, many of them reaching from the Atlantic coast, by one continuous line, to the Mississippi river; others terminating on the Ohio river from the north, tapping it at various places from its head to its mouth; whilst the roads from the Gulf coast reach far up into the interior of the country; all seeming to be in search of a passage west to the Pucific.

And now, Mr. President, we must cast our mind west,

and examine critically the physical condition of the country over which we have to make a road, as well as the roads west already built, and those in prospect, and see the best and most practicable route for a con the Pacific coast. I am not familiar with their railroad prospects in the extreme northwestern portion; but I will say, from St. Louis there is a road running west from that place one hundred and seventy-five or two hundred miles. I am not certain as to its length.

The Cairo and Fulton road has a grant of six sections of land per mile to sid in its construction, and has, I am told, a portion of it under contract. The Memphis and Little Rock railroad, which intersects the Cairo and Fullattle Book railroad, which intersects the Cairo and Pul-ton road, has a similar grant from the government, and fifty miles in running order. The Mississippi, Wachita, and Red river road, sometimes known as the Gaines Landing road, the whole length of which will be one hun-dred and eighty miles, has one hundred miles graded, and a portion of it ready for the iron. These roads form dred miles. The Vicksburg and Shrgveport road is now being constructed, and is to be completed in 1861, according to the contract. It connects with the southern Pacific road at the eastern boundary line of Texas, a little north of the thirty-second parallel. From this point the southern Pacific road runs west to El Paso. It has twenty-five miles now in running and the object of her said to the contract. the southern Pacific road runs west to El Paso. It has twenty-five miles now in running order, and recently fifty more under contract; and perhaps it would not be amiss here for roc to say that but for some unfortunate difficulties. twenty-five miles now in running order, and recently fifty more under contract; and perhaps it would not be amiss here for roo to say that but for some unfortunate difficulties, anoth have existed in that company a much greater amount of road would now be in running order. I am happy to say, however, that these difficulties have been recently removed, and that at a late meeting held at Louiseilla where were then those of the Wabash.

The aim of the Marcian government in building vessels of their control of the American government in building vessels of the Wabash. recently removed, and that at a late meeting held at Louisville, where more than three-lourths of the stock were represented, they agreed harmoniously to prosecute the work. The read runs west to a point where it will form a junction with the Memphis, El Paso, and Pacific and second second parts on the Trinity river; and from that the "Massah," carries only twelve guns; the latent them the "Wabsah is to give better accommodation to their crews, and to enable them to carry, not as increased number of guns, but ordinance of much heavier calibre. Thus the "Niagara," though forty feet longer than the "Values of the Wabsah is to give better accommodation to their crews, and to enable them to carry, not as increased number of guns, but ordinance of much heavier calibre. Thus the "Niagara," though relievely guns, carries forty only; it

form a junction with the Memphis, El Paso, and Pacific road, somewhere on the Trinity river; and from that point the energies, the interests, and the capital of both companies will be united in the construction of one trunk road to El Paso. The Opelousas road, too, is completed to Berwick's Bay, from whence there is a communication to Galveston by water, and a continuation of the same line by land to the Sabine Pass, where it connects with other Texas roads running north and west, by way of Houston, Austin, and San Antonio, in the direction of El Paso. The Galveston and Henderson road also has forty-seven miles completed and twenty-five miles under contract. The Texas, Centcal, and Houston road bayes had fifty miles running successfully for several years; and I am told that by July they will have at least seventy-five miles in running order. This road will connect with the Memphis, El Paso, and Pacific road somewhere on the Trinity river. I consider these Gulf roads of vast on the Trinity river. I consider these Gulf roads of vast importance in this great enterprise; for it is a well-known fact that commerce will, as far as possible, seek

TCHARD M. YOUNG, former Commissioner of the General Land Office, and SAMELV. NILS, late of the Urginia Series, Revolutionary, and Ware 1812 Beauty Land Bureau, in the same department, having entered late a copartnership, will hereafter give their joint attention to seek business as may be combined to their management under the shows firm. They will devote their destalled to the prosecution theirly, to the prosecution of claims before Congress, the Supreme Court of Claims, and all inchired states, the Court of Claims, and all inchired states the proposed.

CENTLEMEN'S WINTER SECONDAL SECONDA

tion of the road. In addition to that we have a school fund of \$3,000,000, which has been and will be loaned to these roads to aid and assist in their construction to the extent of \$6,000 a mile. Besides, we have a peculiar population in Texas: our people are largely interested in the real estate of the country, the value of which, to some extent, depends on the completion of these roads. We have a larger number of laudholders in proportion to our population than any State in the Union. From the poorest to the most wealthy our people are taking stock in the roads. Why? Because, aside from the bonus to be received from our magnificent land grants and the in-

TWO CENTS.

in the roads. Why? Because, aside from the boards to be received from our magnificent land grants and the in-creased value of real estate, we have in Texas the finest country in the world over which to construct a railroad, and a country so situated, geographically, that we have

and a country so situated, geographically, that we have no navigation, comparatively speaking, and are driven to make roads from necessity. These are some of the reasons which induce me to belive that such roads in the hands of such people are bound to succeed. As an evidence of the cheapness of their construction I will read a short paragraph from a report of the president of the Vicksburg, El Paso, and Pacific road, immediately on this line. He says:

"The grading of the first fifty miles will cost \$56,000. [See the able report of our engineer.] These estimates we have tested by letting out twenty miles of the road, and the contractors make handsome profits on their centracts." 9 9 "The ability to proceed with the construction increases with the progress of the works. If the land grant should be soid at \$1.50 per zero it would struction increases with the progress of the works, the land grant should be sold at \$1.50 per zero it wo amount to over \$15,600 per mile, a sum fully suffici

to pay for the entire cost of the road; and if the grant should be worth as much as the grant to the Central Illinois road, ten dellars per acre, it would amount to \$100,000 per mile; and after paying for the road would leave

cessity and advantage of this road in a national point of view. I will not enter into details on this point, for the question has been ably discussed, and at length, by hom-orable senators heretofore. I beg leave, however, to call the attention of senators to the fact that millions of people are anxiously waiting for the accomplishment of this desirable object, by which the federal government, without any actual outlay of government means, would not only accommodate and protect her citizens, but would de-velop the resources of an immense country, and in vesse her commerce and revenue beyond the calculation of the most fruitful imagination.

But, in time of war with foreign nations, the inestima-ble advantage of speedy communication between our At-lantic and Pacific possessions will be most felt and appre-ciated. Men and munitions of war, by thousands, could be made available almost as soon as called for, and at comparatively small expense, and thus, by a timely prep-aration, we should not only prevent a war, but save the

THE WABASH AT CONSTANTINOPLE.

[Translated from " La Presse d'Orient."]

The aim of the American government in building ve of the class of the Wabash is to give better accommods

Admiral Mehemmed Pasha to proceed to the United States to obtain information on the subject.

The President of the United States, with the view of promoting H. I. M.'s visitors, directed a commission,

importance in this great enterprise; for it is a well-known fact that commerce will, as far as possible, seek water transportation.

I have thus attempted to bring the minds of senators to the fact that the Texas roads, in connexion with the roads west of the Mississippi river, carry this great work to EI Paso. According to the best information we have, it is only six hundred and fifty miles to be constructed by government aid; and, according to the best information that can be had, there are but few obstacles in the way of its construction, there being streams and natural water-tanks at convenient distances. In the absence of these, well-water can be had at the distance of forty or fifty feet. Such is the opinion of Mr. Gray, derived from actual observation while engaged in the boundary-line survey under the treaty of Gnadalupe Hidalgo, in 1852.

Next, I would call the attention of senators to the discrepancy between the costs and distances of a road on the statement of the United States, with the view of promoting H. I. M. 'a visitors, directed a commission, composed of the most eminent officers, constructors, and engineers of the American mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the Cunted States, with the view of promoting H. I. M. 'a visitors, directed a commission, composed of the most eminent officers, constructors, and engineers of the American mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the United States, with the view of promoting H. I. M. 'was visitors, directed a commission, composed of the American mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the Moterna mavy, to prepare the necessary plans for the American mavy, to prepare the necessary plans for the United States, with the view of migneers of the American mavy, to prepare the necessary pl

posal.

This explains the recent visit of the "Wabash" to this capital and the handsome reception she received from the Ottoman government. H. I. M. was pleased to visit her and to express his admiration to Commodore Lavallette.

CONGRESSIONAL.

Thirty-Fifth Congress -- Sccon I Session .

TUESDAY, JANUARY 4, 1859.

SENATE.

The Senate met at the usual hour in their old chumber. After prayer and the reading of the journal,
Mr. STUART moved that ladies be admitted upon the
floor of the Senate to witness the ceremonics of removal,
there not being room in the galleries which were already
crowded to accommodate near all who desired to be
present.

although it was an ungracious and unpleasant task; but on several occasions when ladies had previously been admitted on the floor, it had always resulted in detri-

admitted on the floor, it had always resulted in detriment to the public business.

Mr. DAVIS, from the Contailities of Arrangements, to whom had been referred the duty of superintending the preparation of the new chamber for the reception of the Senate, submitted a report, accompanied by a diagram.

The report having been read,

Mr. CHITTENDEN. I more you, Mr. President and senators, that we proceed at once to the consideration of this report, and that it be adopted. That is the purpose for which I rise. Before, however, submitting that motion to the vote of the Senate, I hope that I may be indulged in a few words of parting from this chamber. This is to be the last day of our session here; and this place, which has known us so long, is to know us no more forever as a Senate. The parting scenes to me, sir, to be comewhat of a soleiun one, and full of eventful recollections. I wish, however, only to say a few words.

tions. I wish, however, only to say a few words.

Many associations, pleasant and proud, bind us and our hearts to this place. We cannot but feel their influence, especially I, Mr. President, whose lot it has been

lections. So the country, where there is in many places but it that country, where there is in many places but it that more to do than lay down the iron, milroads can be constructed for \$15,000 per mile. When I say this I am not imagining what can be done, but I am speaking of what has been done. I do not pretend to say that the whole line will be constructed for this amount; but I do say that the cost of the whole line will not average more than \$20,000 a mile, and at most \$25,000 o); and it can only cost the latter sum for small sections. These estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates may startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates any startle some gentlemen who five in other estimates of the country, where railroads have to be built over lofty mountains by inclined planes, and through the estimate of the country of the country of the country. The gentlemen constitutions and laws have been delated; questions of empire have been delated; questions of the country. where a break have to be built over lofty mountains by inclined planes, and through the same and the south of the same and

least,) mingling together in this body at one time, and uniting their counsels for the benefit of their country. They seem to our imagination and sensibilities, on such an occasion as this, to have left their impress on these very walls; and this majestic dome seems almost yet to echo with the voice of their cloquence. This hall seems to be a local habitation for their names. This hall is full of the pure oder of their justly-carned fame. There are others besides those I have named, of whom I will not speak, because they have not yet closed their career—not yet ended their services to the country; and they will receive their reward hereafter. There are a hose of others that I might mention—that deserve to be mentioned—but it would take too long. Their names are in no danger of being forgotten, nor their services unthought of or unhonored.

Sir, we leave behind us, in going from this hall, these associations, these proud imaginations so well calculated to prompt to a generous emulation of their services to their country; but we will carry along with us, to the new chamber to which we are to go, the spirit and the memory of all these things; we will carry with us all the inspiration which our illustrious predecessors are calculated to give; and wherever we six we shall be the Senate of the United States of America—a great, a powerful, a conservative body in the glory of this country. Because we leave this chamber, we shall not leave behind us any sentiment of patriotism, any devotion to the country which the Hustrious exemplars that have gone before us have set to us. These, like our household gods, will be carried with us; and we, the representatives of the States of this mighty Union, will be found always equal, I trust, to the exigencies of any time that may come upon our country. No matter under what sky we may sit, no matter what dome may coyer us, the great patriotic spirit of the Semate of the United States will be there; and I have an abiding confidence that twill mere fail in the performance of its duty,

never had in the performance of its duty, sir where it may, even though it were in a desert.

But it is yet, sir, not possible to leave this hall without casting behind us many longing and lingering looks. It has been the scene of the past; the new chamber is to be the scene of the future; and that future, I hope, will not be dishonored by any comparison to be made with the past. It, too, will have its illustrations of great pulsars realized by great more and great extints. lie services remdered by great men and great patriots, and this body, the great preservative element of the government, will discharge all its duties, taking care to preserve the Union of the States which they represent—the source of all their honors, the source of the trust which they sit here to execute, the source as it has been and as it will be of their country's greatness, happiness, and prosperity, in times to come as it has been in the time that is past.

Mr. President, I cannot detain you longer. I move that the vote of the Senate be now taken on the report which has been presented, and that it be adopted.

The VICE PRESIDENT. The question is on agreeing to the report of the committee.

The report was adopted nem. con.

THE VICE PRESIDENT then made some felicitous

The report was adopted non. con.

THE VICE PRESIDENT then made some felicitous remarks, abounding in historical incidents connected with the old hall, and paying a feeling tribute to the memories of Cathoun, Websier, Clay, and others of the illustrious dead whose memories are associated with those walls. We shall publish the speech hereafter.

Upon the conclusion of the Vice President's remarks the senators repaired in a body to their new hall and took the seats which had been assigned them.

NEW CHAMBER.

NEW CHAMBER.

Mr. JOHNSON, of Arkansas, Mr. Pugir, of Ohio, and
Mr. Yuler, of Fiorida, appeared in their seats.

RESOLUTIONS OF A STATE LEGISLATURE. Mr. HAMMOND presented resolutions of the legisla-ture of South Carolina, opposed to any change in the present organization of the light-house board; which

was read and referred to the Committee on Con MEMORIALS, ETC. The following memorials and petitions were presented and appropriately referred: By Mr. SEWARD: From Lieut, J. B. Moeller, in rela-

tion to his transfer from the furlough to the leave pay

tion to his transfer from the furlough to the leave pay list.

By Mr. HARLAN: Two memorials from citizens of Iowa, asking the establishment of a mail-route from Jefferson to Sauk city, in that State.

By Mr. BRIGHT: From Wm. Maxwell Wood, surgeon in the navy, asking to be allowed travelling expenses incurred under order of his commanding officer.

By Mr. HAMMOND: From citizens of Edgefield, South Carolina, urging the establishment of a post office at Kaolin, in that State, together with additional mail facilities between Brandaville and Kaolin.

Also, from William Hazzord Wigg, asking the withdrawal of his grandfather's papers from the Court of Claims, and that they be sent to the Committee on Revolutionary Claims.

Claims, and that they be sent to the Committee on Revolutionary Claims.

By Mr. MASON: From the widow of C. B. White, asking to be allowed a pension.

A vast number of memorials and petitions were presented by Senators FOOT, GHANDLER, DAVIS, KENNEDY, BROWN, GWIN, JONES, and others.

REPORTS FROM COMMUTTERS.

Mr. MALLORY, from the Committee on Naval Affairs, reported a bill to authorize the construction of ten war-steamers; which was ordered to a second reading.

Mr. M. observed that the subject had become one of some importance, and, as the time of the present assisting was limited, he should feel bound to call up the bill at an early day with a view to test the sense of the Senate in regard to it.

[This bill provides for the secotion of ten serew sloops-